

PRICE ONE CENT.

EXTRA.
2 O'CLOCK.
LAW IS NEEDED.

Without It, Says President Depew, the Tunnel Cannot Be Ventilated.

Statutes Under Which the Tunnel Was Built Preclude Changes.

Experiments Ordered with Strings of Incandescent Lamps.

Why Director Rockefeller Postponed His Voyage to Europe.

The investigation into the cause of the Fourth Avenue Tunnel disaster, and the consequent slaughter of six human beings, will be resumed by the Grand Jury Monday morning at 11 o'clock.

It is believed that the jury has nearly finished its labors in the case, and there is a possibility that its report will be announced Monday.

It is rumored, also, that the New York, New Haven and Hartford Railroad Company's officers and directors held in ball by the coroner will be indicted for manslaughter. Should this prove true, bench warrants will at once be issued for the arrest of the indicted parties, who will probably be re-admitted to the same ball as furnished Coroner Levy.

That there is a possibility of indictments being found is evidenced by the sudden change of purpose of Director William Rockefeller, who had intended to go to Europe for rest and a change of air.

The Standard Oil millionaire had completed arrangements to sail on the Majestic last Wednesday, but the big White Star liner was away without him, and it was rumored that Director Rockefeller was responsible for Mr. Rockefeller's failure to keep his engagement.

While Director Rockefeller does not admit that Mr. Rockefeller was notified by the police that he must not leave the city, he has this to say of the matter:

"While the Grand Jury is considering the tunnel case, in which various people might be held responsible, it was, of course, supposed that the directors in question would remain in or about New York—that is, within the Grand Jury's jurisdiction.

"All of them have done so. When it was learned that Mr. Rockefeller was about to sail for Europe his counsel was informed that such action on his part at this time would not be respectful to the Grand Jury."

"That he was not compelled to remain behind."

"Well, it was intimated that he would better stay in New York for the present."

THE CENTRAL POSITION DEEMED.

President Charles M. Depew, of the New York Central Railroad, insists that his position with regard to the duties and responsibilities in the operation of the Fourth Avenue Tunnel is somewhat misunderstood by the public.

In view of all that has been said and written about the lighting and ventilation of the tunnel since the recent accident, and the means proposed to make it safer and more comfortable for the traveling public, he wants it to appear on record that he is in favor of adopting any means that will accomplish this result, and which at the same time can be employed consistently with the powers possessed by the company under the law as it exists.

"The New York Central wants to make its tunnel a model tunnel in every respect," said Mr. Depew in an Evening World reporter who called upon him to-day to obtain his views on the recent report of the State Railroad Commissioners. "We want to have a tunnel that we can brag about, and we are prepared to spend any amount of money to make our tunnel the best in the world."

"In order to understand this question properly, we must go back to the law which was passed in 1874 authorizing its construction. It is a legislative tunnel pure and simple, and I will show you why."

"It was constructed by a Board of Engineers appointed by the Legislature and representing both the city and the company. They were Allen Campbell, A. W. Craven, Edward H. Tracey and J. C. Buckhout. This Board made its plans very carefully, and the subject of lighting and ventilation was very thoroughly discussed."

"It was decided at that time that the best means of ventilation and lighting was the one adopted, and the tunnel was built in accordance with those ideas. The specifications which were drawn up by the engineers were incorporated in the act authorizing the building of the tunnel and became a part of the law."

THE LAW PREVENTS ANY CHANGES.

"Now, the law prevents the railroad company from making any changes in the operation of the tunnel, which would alter its construction in any way, and the Legislature gives us the authority to go ahead and make such changes as we are powerless to act."

"The recommendations of the Railroad Commissioners, so far as we are able to act upon them, will be carried out by the company, and orders have been already issued in accordance with the suggestions made in the report, so that the company is following the lead of the Legislature."

"When it comes to changing the street and creating new works the company cannot make alterations without the authority of the Legislature. But a change of the street as has been suggested by building towers and ditches would involve the expropriation of the street and the expropriation of the street is not possible."

"If the Board of Railroad Commissioners should recommend such a thing we could not totally carry it out."

"Now, I am in favor of giving the Railroad Commissioners, or some other body, the power to prescribe exactly in what manner railroad tunnels should be operated. Give them the power to say how tunnels must be lighted and ventilated, and what system of

signals shall be used. Let them see that the rules they establish are properly carried out, and give them the power of inspection, and the whole responsibility.

"That is just what I would like to see done. In that way the responsibility would be transferred from the railroad company to the public body, which should have entire charge of the matter."

GIVE THE COMMISSION POWER.

"If such power should be given by the Legislature to the Railroad Commissioners the New York Central would be only too glad to carry out every regulation which it might establish for the operation of its tunnel. If they should say do this or do that, it would be cheerfully done."

"What will the New York Central do in case the tunnel becomes a law?"

"Why I suppose we should have to adopt some proper means of lighting and ventilation or we should be fined and perhaps go to jail. The question would be as to what are the proper and most effective means."

The only way to accomplish the object effectually is to give authority by legislation to the Railroad Commissioners, or some such body, to establish such regulations for operating tunnels as they may see fit, and then let the railroad company conform to such regulations. It cannot be held responsible for improper management."

EXPERIMENTS WILL BE MADE.

Mr. Depew said that although he had heard a great many expert opinions which were not favorable to the proposal to light the tunnel, he was going to make a practical test of the matter, just to satisfy himself.

"I wanted to light and ventilate the road," he said, "and only gave up the idea when I became convinced that it was not feasible."

"However, I have given orders to the operating department to have a line of incandescent lights set up in one of the side tunnels, just to see what the lighting effect will be in foggy weather, and to ascertain whether this will have the effect that is claimed by many of confining the expense in the locomotive and preventing him from seeing the signals."

"Several other interesting points will also be tested."

"As to ventilation by artificial means, I have this to say: About ninety days in the year we have thick, foggy weather, and this fog settles down in the tunnels in such a way that it cannot be gotten out by any means that I ever heard of."

"If you tried to pump it out with air fans it would come in just as fast as you forced it out, and we could not get any benefit from it. It means I cannot see. On such days as I have described we have the most trouble in the tunnel."

"On other days of the year, when the air is dry the steam from the locomotives is quickly dissipated, and the quantity of fog is so slight that it offers very little obstruction to the vision so far as seeing the signals is concerned."

"The orders are that all fires shall be blanked while running through the tunnel, and when not blanked the fire shall be very light."

REMARKS ALREADY ORDERED.

Among the recommendations of the Railroad Commissioners which Mr. Depew said that the company had already adopted, besides the running of trains at the fifteen-mile-an-hour limit using hard coal and requiring the engineers and firemen to give proper certificates that there was nothing the matter with their eyesight, is the improvement of the audible signal system.

Much reliance is placed upon the torpedo system in operating the tunnel in foggy weather when the light signal might not be observed.

The torpedo system was formerly in use in the tunnel, but was given up about two years ago, and replaced by the bell ring system of signaling.

The torpedoes were worked on an automatic principle in connection with the light signals at each station. It was found, however, that the mechanism frequently got out of order, and many of the contrivances were broken, so it was abandoned.

At the office of Depot Master Platt at the Grand Central Station it was said this morning that orders had been sent to the National Signal Company's shops at Easton, Pa., for a supply of torpedoes sufficient to provide several for each signal station in the tunnel.

"There are improvements on the former model, but in order to insure their perfect operation an extra man, it is stated, will be posted at each station, whose duty it will be to see that the torpedoes are in place whenever a change of signal is made."

The explosion of these torpedoes so loud that engineers cannot fail to hear them go off, and at least somebody on the train will notice them."

In addition to the torpedoes the bell system will still be retained, so the officials say, and their opinion is that the bells are not much of a safeguard, as they can seldom be heard above the din of the train as it rattles through the tunnel.

NICKNAME DROVE HIM OFF.

A Lad Annoyed to Desperation Because He Was Called "Big Kid."

Mr. and Mrs. Johnston, who live at 121 East one hundred and eighth street, are in great distress over the disappearance of their only child, John, who disappeared last Wednesday.

POINTERS ON THE RACES.

Tipsters' Opinions on the Various Winners To-Day.

Programme of the Several Events to Be Run Off.

The programme at Coney Island is a very excellent one and fully up to the standard of the past few days. By special arrangement with the weather clerk, the association has stalled off the rain in order that the track may be dry to-day. Fast racing should be witnessed and very good contests should be the rule in every event.

The first race is a six-furlong dash. Best horses in the pink of condition and chances look very good indeed. He should win in a gallop. Xenophon may be the runner-up and Kipton should beat the others.

The second race is five and a half furlongs. If Tom Day is good the race is a close walk for him. That he is returning to his old form is evidenced by his last race, when he led Anomaly and others for five furlongs, at a clipping pace. He may win to-day. Kingstom may be second, notwithstanding his disappointing race yesterday. Alderman Mack may beat the others.

The third race, at six furlongs, looks like a good thing for Frances S. She should win very easily. Emma J. should be second and Latta third.

The fourth race is at six and a half furlongs. Civil Service looks tempting, but it seems as though 110 pounds and the distance, six and a half furlongs, would be a little bit hard for her. The writer is inclined to fancy Emura's chances, who is in great shape just now and has a wonderful record of speed and may win. Civil Service should be second and Prince Fortunatus may be third.

The fifth race is at a mile and a half. Brunel is the best of the lot and should win hands down. Dundee may be second and Harry Kuhl may beat the others.

The sixth race is at six furlongs. Silent may win with Wyndham in the place; Bohemian should be third.

Referee in the Evening World makes these selections:

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

From Other Morning Papers.

First Race—Blackthorn, Deer Lodge.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

First Race—Deer Lodge, Blackthorn.
Second Race—Alderman Mack, Elinore.
Third Race—Latta, Frances S.
Fourth Race—Civil Service, Prince Fortunatus.
Fifth Race—Pelham, Brunel.
Sixth Race—Bohemian, Wyndham.

DR. CROSBY'S FIGHT FOR LIFE.

He Rallied Slightly This Morning, but the End Is Deemed Near.

His Illness Very Like Gen. Sherman's—The Family at His Bedside.

There was very little change this morning in the condition of Rev. Dr. Howard Crosby, who is lying at the point of death at his home, 116 East Nineteenth street.

At midnight he was very low, and Dr. Conrad, his physician, announced that he probably would not live more than a few hours.

At that time he was in a state of coma, and there are thousands of people in New York who are suffering more or less with grip, although there are few fatal cases.

Dr. William D. Gentry's discovery was the subject of much interested comment among physicians to-day.

At that time he was in a state of coma, and there are thousands of people in New York who are suffering more or less with grip, although there are few fatal cases.

Dr. Gentry is a Chicago scientist, and he thinks he has discovered microbes of the grip. He says he has been on a still hunt for the microbes ever since the disease first made its appearance a year ago.

Grip was epidemic among men thirty-four years ago, and again sixteen years ago. Now, fifteen years ago it attacked horses and was called "epizootic." These recurrences made Dr. Gentry believe that grip was occasioned by microbes that were caused by the earth's passing through a belt of what astronomers call "asteroids."

The investigator, after several attempts, succeeded in catching seven wigglers on a carefully polished microscope slide by passing the slide through the air out doors.

The microscope magnified 1,575 times, and Dr. Gentry says the microbes thus secured were of a new species, unlike any that have heretofore been discovered.

Rev. Dr. Bages of the Rogers Park Methodist Church, Chicago, and W. J. Jefferson assisted Dr. Gentry in his "astu hunt," and they all agree that the microbes caught in the air are identical with microbes found in the mucus of a patient suffering from a well developed case of grip.

These microbes, as described by Dr. Gentry, are round in form, varying, perhaps, in outline, but in every case marked by a series of seven lines, radiating from these lines which surround them are other lines, which under the powerful magnifier, look like fine, irregular warts.

Dr. Conrad called at the house about 5 o'clock this morning, and went away shortly afterwards, leaving Dr. Bosch, his assistant, in charge of the patient.

"There is scarcely a perceptible change," he said, "in the doctor's condition, but we have not yet given up all hope."

Dr. Gentry's case is very similar to that of Gen. Sherman in his history and symptoms. In both instances death was preceded by partial strabismus, resulting from weakness, and in both cases the patient died in a state of coma, and in both cases the patient died in a state of coma, and in both cases the patient died in a state of coma.

Dr. Gentry, who is 64 years old, went to Troy on Wednesday of last week, being summoned to the death of his daughter Agnes, wife of Rev. Mr. Allen, pastor of the Methodist Church in Troy, N. Y. Dr. Gentry took a severe cold on the journey. He came home with a cold, and he has not been able to get over it since.

It was thought at first that he was a victim of grip, but pneumonia developed, and he has brought him to the present critical stage of his illness.

The doctor's delicate air, his devoted wife, his daughter, Mrs. Nicholas Crosby, and his daughter, Miss Grace Crosby, the elder son, Dr. William D. Gentry, who is at his post as judge of the International Court at Alexandria, Egypt, and visiting him, his sister, Miss Edith Crosby, and Dr. Conrad came out of the house at 9:45 o'clock, and said that there was apparent a very slight improvement in the patient's condition.

Puller, Superintendent Murray called and sent in his card.

At 11:30 the patient was said to be in a semi-conscious condition, with no apparent improvement. He was not thought to be any worse than at daylight.

MEMBERS DODGED THE PISTOL.

(SPECIAL TO THE EVENING WORLD.)

LITTLE ROCK, Ark., March 28.—In the House of Representatives, during the session last night, State Coal Oil Inspector Williams and R. W. Martin, President of the Coal and Oil and Black River Railroad, who were onlookers, engaged in a dispute over the merits of a Coal Oil bill.

The ill-used, and Inspector Williams was knocked down.

He drew a pistol and attempted to shoot his assailant.

The wildest confusion ensued. Members ran over each other in their efforts to get out of range, and an order was not restored till the House was adjourned.

DECREASE IN THE NUMBER OF DEATHS REPORTED TO-DAY.

The Health Department to-day reports a decrease in the number of deaths. There are 188 policemen on the sick list, however, and there are thousands of people in New York who are suffering more or less with grip, although there are few fatal cases.

Dr. William D. Gentry's discovery was the subject of much interested comment among physicians to-day.

At that time he was in a state of coma, and there are thousands of people in New York who are suffering more or less with grip, although there are few fatal cases.

Dr. Gentry is a Chicago scientist, and he thinks he has discovered microbes of the grip. He says he has been on a still hunt for the microbes ever since the disease first made its appearance a year ago.

Grip was epidemic among men thirty-four years ago, and again sixteen years ago. Now, fifteen years ago it attacked horses and was called "epizootic." These recurrences made Dr. Gentry believe that grip was occasioned by microbes that were caused by the earth's passing through a belt of what astronomers call "asteroids."

The investigator, after several attempts, succeeded in catching seven wigglers on a carefully polished microscope slide by passing the slide through the air out doors.

The microscope magnified 1,575 times, and Dr. Gentry says the microbes thus secured were of a new species, unlike any that have heretofore been discovered.

Rev. Dr. Bages of the Rogers Park Methodist Church, Chicago, and W. J. Jefferson assisted Dr. Gentry in his "astu hunt," and they all agree that the microbes caught in the air are identical with microbes found in the mucus of a patient suffering from a well developed case of grip.

These microbes, as described by Dr. Gentry, are round in form, varying, perhaps, in outline, but in every case marked by a series of seven lines, radiating from these lines which surround them are other lines, which under the powerful magnifier, look like fine, irregular warts.

Dr. Conrad called at the house about 5 o'clock this morning, and went away shortly afterwards, leaving Dr. Bosch, his assistant, in charge of the patient.

"There is scarcely a perceptible change," he said, "in the doctor's condition, but we have not yet given up all hope."

Dr. Gentry's case is very similar to that of Gen. Sherman in his history and symptoms. In both instances death was preceded by partial strabismus, resulting from weakness, and in both cases the patient died in a state of coma, and in both cases the patient died in a state of coma.

Dr. Gentry, who is 64 years old, went to Troy on Wednesday of last week, being summoned to the death of his daughter Agnes, wife of Rev. Mr. Allen, pastor of the Methodist Church in Troy, N. Y. Dr. Gentry took a severe cold on the journey. He came home with a cold, and he has not been able to get over it since.

It was thought at first that he was a victim of grip, but pneumonia developed, and he has brought him to the present critical stage of his illness.

The doctor's delicate air, his devoted wife, his daughter, Mrs. Nicholas Crosby, and his daughter, Miss Grace Crosby, the elder son, Dr. William D. Gentry, who is at his post as judge of the International Court at Alexandria, Egypt, and visiting him, his sister, Miss Edith Crosby, and Dr. Conrad came out of the house at 9:45 o'clock, and said that there was apparent a very slight improvement in the patient's condition.

Puller, Superintendent Murray called and sent in his card.

At 11:30 the patient was said to be in a semi-conscious condition, with no apparent improvement. He was not thought to be any worse than at daylight.

MEMBERS DODGED THE PISTOL.

(SPECIAL TO THE EVENING WORLD.)

LITTLE ROCK, Ark., March 28.—In the House of Representatives, during the session last night, State Coal Oil Inspector Williams and R. W. Martin, President of the Coal and Oil and Black River Railroad, who were onlookers, engaged in a dispute over the merits of a Coal Oil bill.

The ill-used, and Inspector Williams was knocked down.

He drew a pistol and attempted to shoot his assailant.

The wildest confusion ensued. Members ran over each other in their efforts to get out of range, and an order was not restored till the House was adjourned.

CHARLES ARBUCKLE'S DEATH.

The Wealthy Coffee Merchant a Victim of Pneumonia.

Famous as the Author of the "Baby Bunting" Letters.

The funeral of Charles Arbuckle, who died yesterday afternoon at his apartment, 13 Cranberry street, Brooklyn, of pneumonia, will be held at 3 o'clock this afternoon from the house of his brother, 82 Willow street, Rev. Dr. Lyman Abbott and Rev. Mr. Halliday officiating.

Mr. Arbuckle had been ill but a few days. He was on his way home from the Fourth Congress, where he had been elected a member of the House of Representatives, when he contracted a severe cold which developed pneumonia.

Charles Arbuckle was the senior member of the coffee house of Arbuckle Brothers, who employ 300 men in the Ar-o coffee factory on Front and Jay streets, Brooklyn. He was born in Allegheny City, Penn., in 1833, and was a grocer there till 1871, when he came to New York and organized the Ar-o coffee company with his younger brother, John Arbuckle.

Mr. Arbuckle was a bachelor, and he became famous as the defendant in a suit for \$100,000 damages for breach of promise of marriage, brought by Miss Clara Campbell, daughter of ex-Judge Campbell, a wealthy iron merchant, of Ironton, Ohio.

The suit was tried before Justice Beach in the Supreme Court, ex-Judge Fulton and R. C. Bushmore appearing for Miss Campbell, and John E. Parsons for Arbuckle.

In the course of the trial a voluminous correspondence between the father and mother of the girl was introduced, and the jury returned a verdict in favor of the father, who was awarded \$100,000 damages.

Miss Campbell had studied for the opera, and she was a very beautiful woman. She was married to a man who was a very wealthy man, and she was a very beautiful woman.

She declared that if her father could not pay her \$100,000 damages, she would marry him. She was a very beautiful woman, and she was a very beautiful woman.

Charles Arbuckle was a progressive business man. He was engaged in extensive building operations in Brooklyn. He erected the Arbuckle building in Fulton street opposite the Brooklyn College, and he was a very wealthy man.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

He was a very wealthy man, and he was a very beautiful woman. He was a very wealthy man, and he was a very beautiful woman.

ALL "W. W. S." HANDKERCHIEFS.

One Sent from England Found Identical with Wright's and "Evans's."

Compared To-Day with the One Which Gagged Carl Ruttinger.

TOTTENVILLE, N. Y., March 28.—Lawyer Taylor, of the firm of Seward, Guthrie & Morawetz, the New York attorney who has been sent by the Wright family to the country for the purpose of comparing them for identification with handkerchiefs found in Ruttinger's and Wright's effects and also with that found on the Astor House outside.

Lawyer Taylor examined carefully the handkerchiefs sent by the Wright family to the country for the purpose of comparing them for identification with handkerchiefs found in Ruttinger's and Wright's effects and also with that found on the Astor House outside.

Law